



**Rules and Regulations  
for the Classification  
of Special Service Craft,  
July 2012**

**Notice No. 7**

Effective Date of Latest  
Amendments:

See page 1

Issue date: May 2013

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# **RULES AND REGULATIONS FOR THE CLASSIFICATION OF SPECIAL SERVICE CRAFT, July 2012**

## **Notice No. 7**

This Notice contains amendments within the following Sections of the *Rules and Regulations for the Classification of Special Service Craft, July 2012*. The amendments are effective on the dates shown:

<b>Part</b>	<b>Chapter</b>	<b>Section</b>	<b>Effective date</b>
1	2	4	1 July 2013
16	2	1	1 July 2013

It will be noted that the amendments also include corrigenda, which are effective from the date of this Notice.

The *Rules and Regulations for the Classification of Special Service Craft, July 2012* are to be read in conjunction with this Notice No. 7. The status of the Rules is now:

Rules for Special Service Craft	Effective date:	July 2012
Notice No. 1	Effective date:	1 October 2012
Notice No. 2	Effective date:	1 January 2013 & Corrigenda
Notice No. 3	Effective date:	1 January 2013 & Corrigenda
Notice No. 4	Effective date:	1 July 2013 & Corrigendum
Notice No. 5	Effective date:	1 July 2013 & Corrigenda
Notice No. 6	Effective date:	1 July 2013
Notice No. 7	Effective date:	1 July 2013

**Part 1, Chapter 2**  
**Classification Regulations**

**Effective date 1 July 2013**

■ **Section 4**  
**Surveys – General**

**4.5 Existing service craft and yachts – Periodical Surveys**

**4.5.6** The Owner should notify the Surveyors whenever a craft can be examined in ~~dry dock~~ dry dock or on a slipway. A minimum of two Docking Surveys are to be held in each five-year Special Survey period and the maximum interval between successive Docking Surveys is not to exceed three years. One of the two Docking Surveys required in each ~~five year~~ five-year period is to coincide with the Special Survey. Consideration may be given at the discretion of the Classification Committee to any special circumstances justifying an extension of ~~this interval and the~~ Docking Survey, not exceeding three months, provided the interval between successive surveys does not exceed 36 months. The Classification Committee may accept an In-water Survey in lieu of the intermediate docking between Special Surveys, see Ch 3,4.3 and Ch 4,3.3. A Docking Survey is considered to coincide with the Special Survey when held within the 15 months prior to the due date of the Special Survey.

**4.9 Withdrawal/Suspension of class**

**4.9.10** When a vessel is intended for a demolition voyage with any Periodical Survey overdue, the vessel's class suspension may be held in abeyance and consideration may be given to allow the vessel to proceed on a single direct ballast voyage from the lay up or final discharge port to the demolition yard, provided the attending Surveyor finds the vessel in a satisfactory condition to proceed for the intended voyage, at the discretion of the Classification Committee.

**4.9.11** When a vessel is intended for a single voyage from 'laid-up' position to repair yard with any Periodical Survey overdue, the vessel's class suspension may be held in abeyance and consideration may be given to allow the vessel to proceed on a single direct ballast voyage from the site of lay up to the repair yard, upon agreement with the Flag Administration, at the discretion of the Classification Committee. This is provided the vessel is found in a satisfactory condition by surveys, the extent of which are to be based on surveys overdue and duration of lay-up.

**4.9.10 4.9.12** For reclassification and reinstatement of class, see 4.3.2 and 4.3.3.

**4.12 Force majeure**

**4.12.1** If due to circumstances reasonably beyond the Owner's or LR's control, as defined below, the vessel is not in a port when surveys become overdue the Classification Committee may allow the vessel to sail, in class, directly to an agreed discharge port and then, if necessary, in ballast to an agreed repair facility at which the survey can be completed. In this context, 'Force Majeure' means damage to the vessel, unforeseen inability of Surveyors to attend the vessel due to governmental restrictions on right of access or movement of personnel, unforeseen delays in port or inability to discharge cargo due to unusually lengthy periods of severe weather, strikes, civil strife, acts of war or other force majeure.

## Part 16, Chapter 2

### Electrical Engineering

Effective date 1 July 2013

#### ■ Section 1

#### General requirements

##### 1.1 General

1.1.4 Electrical services essential for safety are to be maintained under ~~various emergency~~ declared normal and reasonably foreseeable abnormal conditions.

##### 1.2 **Plans Documentation required for design review**

1.2.1 The ~~plans and particulars~~ documentation described in 1.2.2 to 1.2.13 ~~are~~ is to be submitted for design review.

1.2.2 Single line ~~diagram~~ diagrams of main, and emergency and transitional power and lighting systems which ~~is~~ are to include:

- (a) ratings of machines, transformers, batteries and semiconductor converters;
- (b) all feeders connected to the main and emergency switchboards;
- (c) section boards and distribution boards;
- (d) insulation type, size and current loadings of cables;
- (e) make, type and rating of circuit breakers and fuses;
- (f) details of harmonic filters (where fitted); and
- (g) details of power supply arrangements used for control systems.

1.2.3 A functional description of operation of the main, and emergency and transitional electrical power systems, which is to include:

- (a) the operating philosophy of the main, emergency and transitional electrical power systems under normal and reasonably foreseeable abnormal conditions;
- (b) degraded modes of operation;
- (c) load management and load sharing philosophy; and
- (d) protection philosophy.

1.2.5 Simplified diagrams of generator circuits, inter-connector circuits and feeder circuits showing:

- (a) protective devices, e.g., short circuit, overload, reverse power protection;
- (b) instrumentation and synchronising devices;
- (c) preference tripping;
- (d) remote stops and fire safety stops; and
- (e) earth fault indication/protection.

1.2.6 Calculations of short circuit currents at main, and emergency and transitional switchboards and section boards, including those fed from transformers, with details of circuit breaker and fuse operating times and discrimination curves showing compliance with 6.1 and 11.6.2.

1.2.8 — A test schedule which is to include the method of testing and the test facilities which are provided for the general emergency alarm system and the public address system.

Existing paragraphs 1.2.9 to 1.2.11 have been renumbered 1.2.8 to 1.2.10.

1.2.12 1.2.11 Evidence of the suitability of electrical and electronic equipment for use in protected areas and adjacent areas, as required by 17.3.9 and 17.3.10, including a schedule of electrical and electronic equipment located in protected areas and adjacent areas, and general arrangement plans showing the coverage of the protected areas and adjacent areas. See also 1.11.

Existing paragraph 1.2.13 has been renumbered 1.2.12.

##### 1.3 **Plans Documentation required for supporting evidence**

1.3.1 The ~~plans~~ documentation and particulars in 1.3.2 to 1.3.5 are to be submitted as supporting evidence.

1.3.2 In order to establish compliance with 1.11.2 and 5.1.3 to 5.1.5, a general arrangement plan of the craft showing the location of major items of electrical equipment, for example:

- main and emergency generators;
- transitional source of supply (where fitted);
- switchboards;
- section boards and distribution boards supplying essential and emergency services;
- emergency batteries;
- motors for emergency services; and
- cable routes between these items of equipment.

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